

PURLING BROOK AND RIPPLING GREEN FIELDS GREET TRAVELER IN MARYLAND

FREDERICK ROAD REVEALS BEAUTIES OF EARLY SUMMER

Countryside Wallows in Richness of Nature's Coloring.

ROADS ARE SMOOTH

View From Braddock Heights Delights Touring Party.

CONTINUED FROM PAGE ONE.

generally fixing the road to make alert and sparkling, its waters racing to keep pace with the car. It comes close to the road, now in frank curiosity; again, it wanders off in indifference, nosing its way through rich grasses and among the daisies which whiten the valley.

There is a quaint old house which you hope your guide will not tell you is "Washington's headquarters." (Washington seems to have shifted his headquarters with distressing frequency.) There is a second-story porch which slopes downward in a manner that must make the rocking chair a difficult seat. Just to imagine sitting on that porch makes one want to cut down the hind legs of a chair in preparation. Yet it would be an alluring porch, far from it, one might feast his eyes upon the floral brilliance of the blue of the mountains, far off; or upon the oral brilliance of the crimson rambler that climbs upon the railing.

Treat to City Dweller.

Yet, it is enough for the city dweller to get away for a day of this. The memory of the cool sweet breeze—the country odors are heavenly at this time—that comes through the half-open window of the Fifty; the impression of the ever-narrowing gray-black ribbon of road, its gleaming white markers and poles, bridge rails, the reality—astonishing cleanliness of the air, the fields, the houses and the glowing health of everything, is a complete treasure.

Such days may be set aside for reminiscence as perfect jewels—no less.

There is little need to outline this trip in detail for the motorist who has not made it. Sixteenth street, Wisconsin avenue, lead thereto. There are helpful road signs, and every now and then a country store, a roadside repair shop or filling station where there is ready information to be had from pleasant-voiced folk.

Our party left at about nine. The Fifty under the guiding hand of G. F. Mouro, pilot extraordinary, detailed to this special duty by Mr. Cunningham of the District Highway corporation, took it easily.

Of course it must leap ahead in a little outburst of speed every now and then to pass some car ahead, but mainly it steadied down to about 25 miles an hour. There were a few stops to inquire as to turns, where there was a restaurant and such askings, and once or twice a halt while a motor truck and a road-repair outfit dumped a new batch of concrete on the roadside.

Met an Optimist.

We took the advice of the sign-boards which said "Picture Ahead—Kodak as you go," as the accompanying reproductions show. John Gilmore of the Photo News was our artist. We paid our 30 cents at Braddock Heights to an incurable optimist for the privilege of taking the Fifty into the restaurant park. For our thirty cents, we were given at least a hundred yards of roadway. Then we stopped. No wonder the chap who took our money is an optimist!

Ah well. What matter such a small sum? Thirty cents, particularly, always has been a subject of ridicule.

We climbed the observation tower, which rises above the tree-tops, on the very crest of the hill, and looked away along the ridge and into the two wonderful valleys, and at the many charming cottages and homes upon the heights.

It was then about noon. A band of children—probably from Frederick—noisily played about in the grove and made busy at the lunch which was served under the direction of a young woman who, there seems scarcely any reason to doubt, was an educator.

Haynes Behaves Well.

At half-past one we had finished lunch in Frederick and the Fifty was bearing us back to Washington. Some time before four, we were back in town, tired in a good, healthy sort of fashion and delighted with the performance.

And is that all there is? Great heavens, no! There are volumes more. On the admirable behavior of the Haynes Fifty alone, several chapters of deserving praise could be set down.

But— we're trying to keep in mind that there is such a thing as a space limitation in this fast-growing and highly entertaining Out of Doors section.

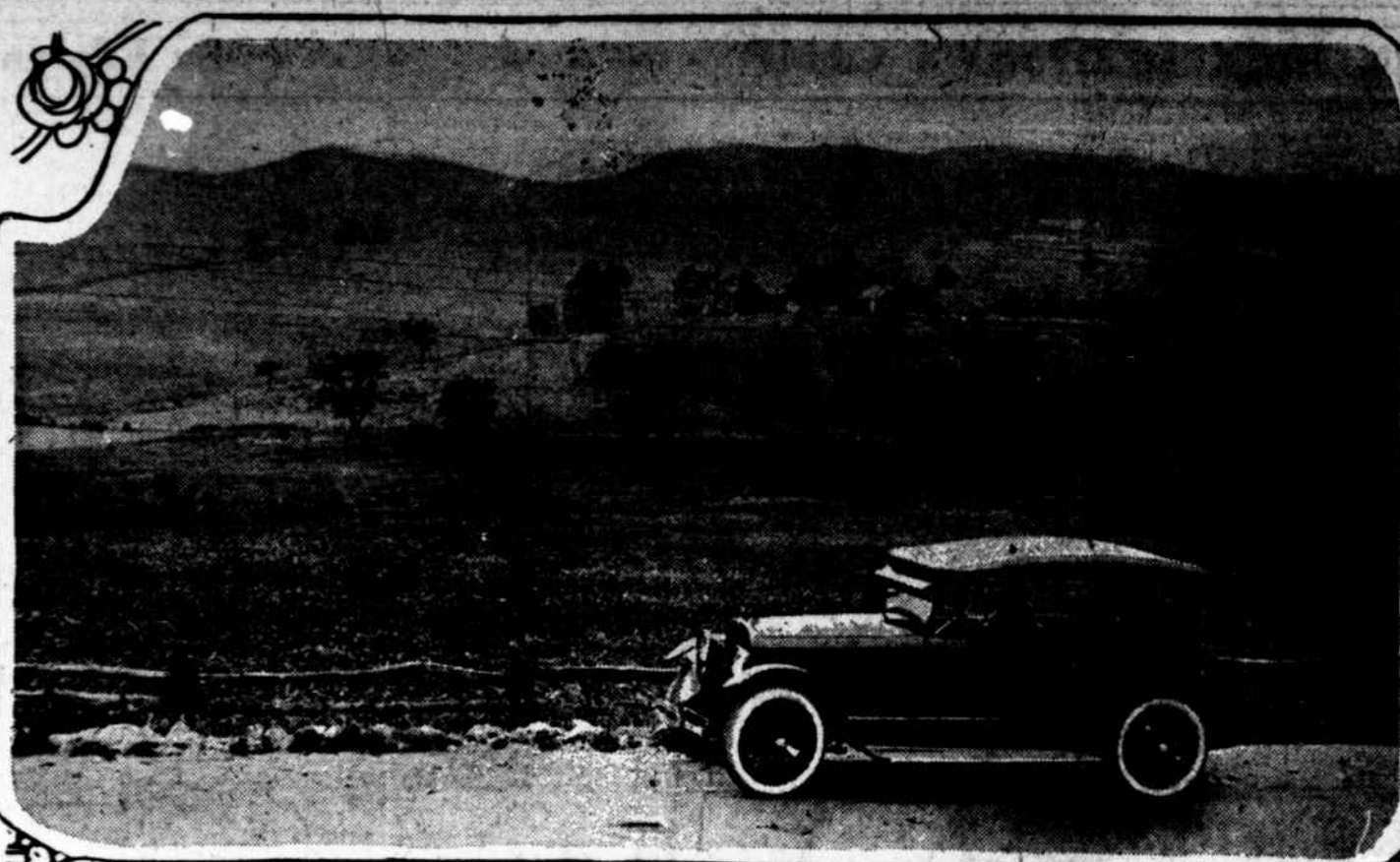
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Above—Near Middletown, the rolling valley forms, with the Blue Ridge in the background, offering a truly enchanting view.
Below—From the tower in Braddock Heights park the little city of summer homes is seen, overlooking two valleys, east and west. The inability of the camera to reproduce the colors to be seen is cause for deep regret.

Townsend Measure for Federal Highway System Urged by Late A. G. Batchelder, A. A. A. Chairman

When A. G. Batchelder, executive chairman of the American Automobile association, fell to his death in the tragic airplane accident off Indian Head on May 28, he left behind him, as his last work for better highways, a letter addressed to all motor club officials, telling them that national highway legislation was in its final stage in congress and asking them to give their support to the Townsend measure as the one containing all of the principles so long fought for by the A. A. A.

"Batch," as he was popularly known, did not live to sign the letter, but when Acting President David Jameson read it, he promptly sent it to all clubs affiliated with the A. A. A., together with a brief postscript calling their attention to it as the last effort and request of the well-loved leader.

"No one man did as much for better highways in this country as

"Batch," said George C. Diehl, president of the A. A. A., on the eve of his departure for Europe recently, "and of course those of us who are left will carry on the work to the best of our ability."

"There is nothing we could do which would build a greater monument to Batch's memory than to urge the creation of a federal highway commission and concentration of federal funds first on primary interstate highways. As a matter of sound economics and as a safeguard for the transportation of the future, the nation needs such a highway policy as that which Senator Townsend has placed before congress. Organizations which have had experts studying this plan, such

Pennsylvania Headlight Law.

Operators of all classes of motor vehicles, including trucks, according to the law of Pennsylvania, must arrange their headlights to be able clearly to see persons or vehicles 200 feet ahead.

MOTORCYCLING FAST GAINING IN POPULARITY AS ONE OF BEST AMERICAN OUTDOOR SPORTS

Material and Workmanship of Newest Type May Be Compared to Auto.

There is room in the present-day scheme of transportation for all manner of vehicles, from the humble baby-buggy to the ponderous freight truck, each in its own allotted sphere. Into this scheme the motorcycle has fitted itself, with the result that its numbers and uses are increasing at a rapid rate. The sporting phase of motorcycling has increased in popularity to a tremendous degree during the past few years. Motorcycle touring finds an ever increasing number of devotees as each season passes. From a utility standpoint the recent crime wave served to emphasize the motorcycle's importance as a means of furthering the more serious interests of mankind. Police motorcycles are used in civilized countries throughout the world.

Is Highly Perfected Vehicle.

In days now past the motorcycle was looked upon by a portion of the general public as a means of satisfying the demands of reckless dare-devils. Its riders were in some cases as filthy and dirty as the machines themselves. All this was natural enough. The motorcycle was undergoing a course of development and in its crude stages its manufacturing engineers sought to get the maximum of power and speed from the confines of limited dimensions. Whether they sought in the wrong direction is a matter which no longer concerns us—the fact remains that the motorcycle of today is a highly perfected automotive vehicle.

It embodies all the appliances conducive to safety and comfort which are found on a modern high-priced automobile; electric light and horn, an efficient generator and storage battery, double band brakes, a multiple disc clutch, three-speed transmission, spring suspension. The control of a motorcycle is extremely simple. The throttle and spurs are operated by turning the handlebar grips, the clutch and brake are operated by the left and right foot respectively. In exactly the same manner as is applied on most automobiles. The gear shift lever is likewise manipulated in the same manner as on an automobile. All of these things have served to remove the motorcycle from its dangerous stage and have made it a motor vehicle of great merit.

In quality of material and workmanship the motorcycle may only be compared with the highest-priced automobile. Its construction and compactness calls for the highest-grade steel and workmanship which will insure a perfect fit of all its component parts. This accounts for the relatively high price of motorcycles as compared with the cheaper automobiles.

From an economy standpoint the motorcycle is in a class of its own. A gallon of gasoline in a motorcycle tank delivers from 45 to 75 miles, and a quart of lubricating oil serves for upwards of 100 miles. Motorcycle tires, being smaller than those used on automobiles, naturally cost less, though built of the same materials. This identification with economy is expected to place the motorcycle more firmly than ever in popular favor, especially in view of present conditions.

Popular in England. The American public, when compared with the British, has been somewhat slow to take advantage

while riding, also that his machine may easily be kept clean and presentable at all times. The ever-increasing popularity of the sidecar has in a measure been responsible for the change. The young fellow who owns a motorcycle and sidecar often uses it to take his best girl out and pride prevents him from calling for her in anything but neat and orderly appearance. Efficient exhaust mufflers are fitted on all present-day motorcycles and only the occasional "Open Muffler Bunch" as he is known to his more thoughtful fellow-riders, is guilty of creating a peace-disturbing racket as he goes.

The motorcycle of today is finding favor in quarters where its predecessor was held in little importance and the motorcycle rider of today is equally as changed.

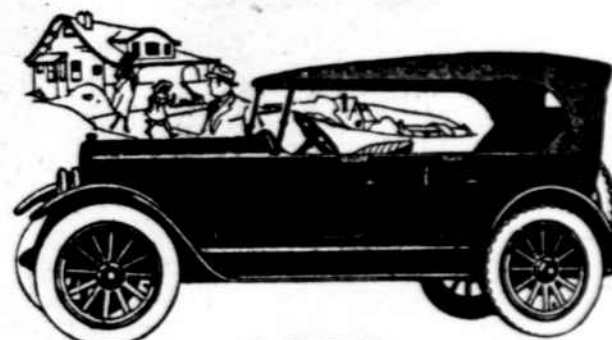
Licenses \$6 Per Ton.

A commercial motor license in Toronto, Canada, costs \$13 for vehicles of two-ton capacity or less, a rate of \$6 per ton or fraction thereof is charged on every car of over two tons.

The most famous of the student dances, Julian's ball, was recently revived in Paris for the first time since 1914.



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